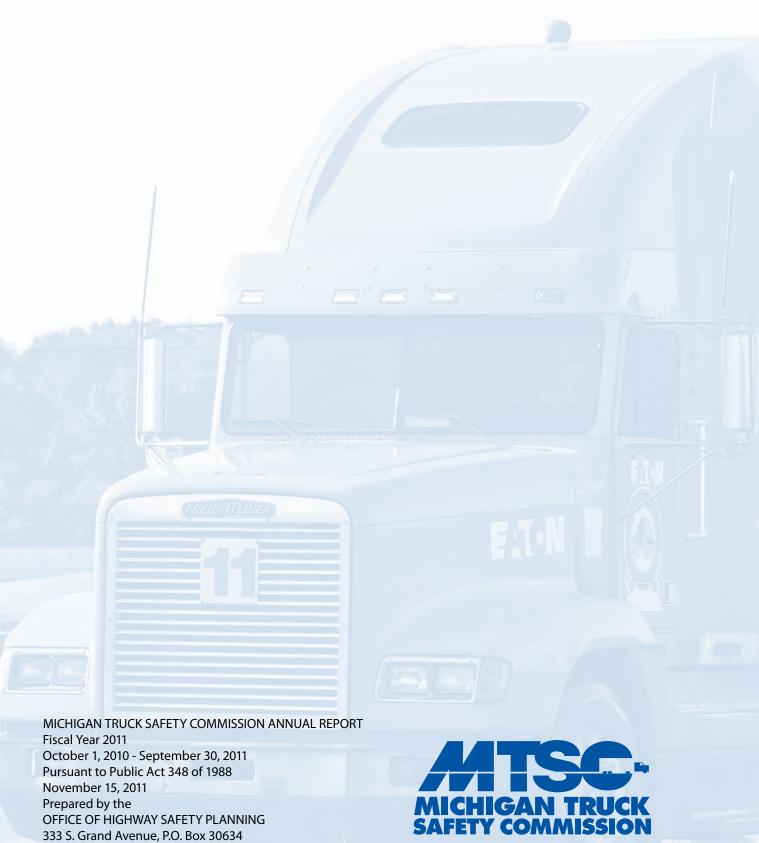
MICHIGAN TRUCK SAFETY COMMISSION

# Annual Report Fiscal Year 2011





Lansing, Michigan 48909 www.michigan.gov/ohsp

# MISSION STATEMENT

"To improve truck safety by providing Michigan's trucking industry and the citizens of Michigan with effective educational programs and by addressing significant truck safety issues."

# **2011 MTSC COMMISSIONERS**



MR. FRED BUETER, CHAIR Representing Michigan Secretary of State



MR. THOMAS W. O'BRIEN Representing Michigan community colleges



MR. WALTER G. HEINRITZI, VICE CHAIR Representing Michigan Trucking Association



MR. JAMES C. PARRINELLO Representing organized labor



DR. JACQUELINE A. EL-SAYED Representing Michigan four-year colleges or universities



MR. MICHAEL L. PRINCE Representing Office of Highway Safety Planning



MR. TIMOTHY R. KALTENBACH Representing general public



MR. JAMES S. SCALICI Representing Michigan Transportation Commission



CAPT. HAROLD J. LOVE Representing Michigan Department of State Police Traffic Safety Division



MR. DAVID ZICK Representing general public



MR. PAUL J. MILLENBACH Representing private motor carriers

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# INTRODUCTION

or more than 23 years, the Michigan Truck Safety Commission (MTSC) has grown and established itself as a trusted advocate for the state's trucking industry. The MTSC is the only organization in the nation dedicated to commercial truck driver education and training paid for by the trucking industry instead of with tax dollars.

Funding for the MTSC is provided by the Truck Safety Fund which was established by Public Act 348 of 1988. The fund is administered by the Office of Highway Safety Planning (OHSP), a division of the Michigan Department of State Police (MSP), and the majority of the funds are used to support truck driver training and commercial vehicle enforcement. Training is conducted by Michigan Center for Truck Safety (MCTS) and the commercial vehicle enforcement programs are coordinated and executed by the MSP Traffic Safety Division.



# STRATEGIC PLAN UPDATE

In Michigan, development of a statewide Strategic Highway Safety Plan (SHSP) was commissioned by the Governor's Traffic Safety Advisory Commission (GTSAC). The GTSAC consists of the governor (or a designee), the directors (or their designees) of the Departments of Community Health, Education, State, State Police, Transportation, OHSP, the Office of Services to the Aging, and three local representatives.

The SHSP was originally developed in 2004 and updated in 2007. Plan development and updates were accomplished during meetings by a work group consisting of a cross section from the traffic safety community. During these meetings, the current state of traffic safety was discussed including a review of the traffic crash data. As a result, 12 traffic safety emphasis areas were identified as needing to be addressed if Michigan's goals of reducing deaths and injuries on roadways were to be achieved. Included in these emphasis areas was commercial vehicle safety.

Since the MTSC was already in place, it was determined that this group would serve as the action team to address commercial vehicle safety within the GT-SAC. Consequently, this plan serves as both the MTSC Strategic Plan and as the action plan for the Commercial Vehicle Safety Action Team of the GTSAC.

For development of this plan, issues and strategies from national and state agendas were carried forward into the Michigan plan, along with issues and strategies mentioned in the 2007 University of Michigan Transportation Research Institute (UMTRI) document, Strategies to Reduce Commercial Motor Vehicle (CMV)-Involved Crashes, Fatalities, and Injuries in Michigan.

The current MTSC Strategic Plan will be updated in FY12. In preparation for this update, a commercial vehicle crash data analysis has been completed and a direct observation study of commercial vehicle safety belt use will be conducted.

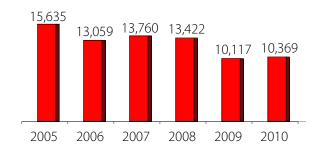
#### **OBJECTIVES**

Based on the referenced emphasis areas, the following objectives were identified:

- » Decrease the number of CMV-involved fatal crashes by 5 percent per year, from 120 in 2007 to 114 in 2008, 108 in 2009, and 103 in 2010.
  - > 2010 actual = 95 fatal crashes
- » Decrease the percentage of CMV-involved fatalities per 100 million commercial vehicle miles traveled (CVMT) by 5 percent per year, from 1.99 in 2007 to 1.89 in 2008, 1.79 in 2009, and 1.71 in 2010.
  - > 2010 actual = 1.66
- » Increase the CMV safety belt usage by 10 percent to 84 percent by FY10.
  - > CMV safety belt usage was not measured during FY11 due to lack of funding. Funding is available in FY12 to determine CMV safety belt usage.
  - > Continue to track the CMV simulator use and calculate the effectiveness of this training.
  - In FY11, 186 people completed simulator training and an additional 350 participated in simulator demonstrations. Using specially designed software, a random sampling of drivers shows a 91 percent improvement in driver behavior following simulator training.

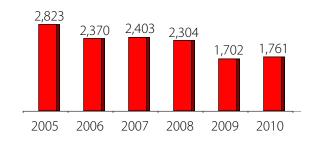
# **CRASH PROFILE 2005-2010**

This year, CMV crashes, injuries and fatalities increased slightly. According to a study conducted by UMTRI in 2011, fatalities and crashes were unusually low in 2009 and the increase in 2010 was a return to the norm for the state.



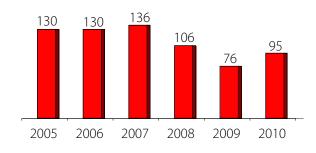
**COMMERCIAL MOTOR VEHICLE CRASHES** 

CMV crashes have decreased nearly 33.7 percent since 2005.



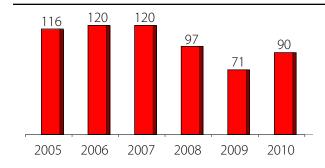
#### **COMMERCIAL MOTOR VEHICLE INJURY CRASHES**

CMV injury crashes have decreased 37.6 percent since 2005.



#### **COMMERCIAL MOTOR VEHICLE FATALITIES**

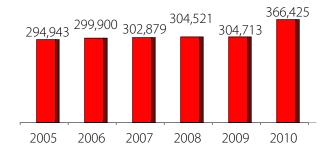
CMV fatalities have decreased 26.9 percent since 2005.



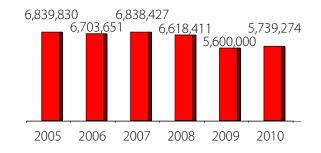
#### **COMMERCIAL MOTOR VEHICLE FATAL CRASHES**

CMV fatal crashes have decreased 22.4 percent since 2005.

**COMMERCIAL DRIVER LICENSES (CDL)** CDLs have increased 19.5 percent since 2005.

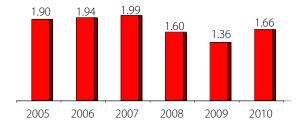


**CMV VEHICLE MILES TRAVELED** CMV vehicle miles traveled have decreased 16.1 percent since 2005.



**FATALITIES PER 100 MILLION VEHICLE MILES TRAVELED** The CMV death rate has decreased

12.7 percent per 100 million vehicle miles traveled since 2005.



# MICHIGAN CENTER FOR TRUCK SAFETY

The MCTS is responsible for the educational programs sponsored by the MTSC and is funded through a grant to the Michigan Trucking Association (MTA) Education Center, Inc. The MCTS serves as the central source for truck driver training and educational programs with offices in Lansing and Iron Mountain and a staff of six. In addition, a southeast Michigan consultant promotes and markets MCTS programs in the Detroit area.

#### **TRAINING**

In FY11, the MCTS continued to partner with MTA to operate the Michigan Center for Decision Driving (MCDD) in Marshall. The MCDD provides hands-on, advanced truck driver training using the facility's skid pad and classroom. Of the 1,563 participants trained, 76 percent were in-state drivers.

- » The MCTS, in cooperation with the Michigan Department of State (DOS), continued to offer professional development workshops for CDL instructors during the Michigan Truck Exposition and Safety Symposium.
- » The MCTS awarded 86 Home Run for Safety awards in FY11, a 35 percent increase from last year. The

- majority of recipients were Baker College students. This award is given to individuals or companies that complete MCTS core programs. For drivers, this includes Professional Driver Coaching (PDC), the National Safety Council Defensive Driving for the Professional Truck Driver program, decision driving course (skid pad training), and the online fatigue management course. For companies, a safety management component is also required.
- The MCTS continued to work with the United States Department of Transportation (U.S. D.O.T.), Federal Motor Carrier Safety Administration (FMCSA), and the MSP Traffic Safety Division to provide materials and training for the new driver, or new entrant, program. New entrants applying for a U.S. D.O.T. number to operate in interstate commerce or for interstate operating authority received notice from the FMCSA that a federal inspector would visit within 18 months of their application to assess the carrier's level of compliance with the rules and regulations. The MCTS New Entrant Program assists new carriers to prepare for this visit. New commercial motor vehicle operators are notified of this program and encouraged to take advantage of these services.





#### **ACTIVITIES**

At the direction of the MTSC, the MCTS identified five targeted training areas and tracked participation in multiple courses within each training area. Some courses were utilized in multiple training areas.

1 1-	the following services 5 400 portising the ways trained in automore of fetiens						
1. In the following courses, 5,499 participants were trained in awareness of fatigue driving issues:							
	New Entrant Contact Program	• •					
>	Mobile Truck Simulator						
>	Michigan Truck Exposition and Safety Symposium						
>	National Safety Council Defensive Driving Course for Professional Truck Drivers (DI						
>	Fatigue Awareness Program	• •					
>	1 / 1 3	• •					
>	<b>,,</b>	•					
	Decision Driving Course	1,563 participants					
2.In the following courses, 5,594 participants were trained in CDL programs:							
>	New Entrant Program						
>	North American Transportation Management Institute (NATMI) Certification Progra	• •					
>		·					
>		• •					
>	Michigan Truck Exposition and Safety Symposium	·					
>	National Safety Council DDC-PTD						
>	Company Specific Training						
>	Safety Management Training	1,446 participants					
	Decision Driving Course						
3.ln	the following courses, 3,683 participants were trained in Share the Road and	l Are You Truck SMART?					
	(Safe Monitoring And Responsible Training) programs:						
>	New Entrant Contact Program	30 participants					
>	Professional Driver Coaching	127 participants					
>	Michigan Truck Exposition and Safety Symposium	315 participants					
>	Safety Management Training	1,421 participants					
	Company Specific Training						
4.In the following courses, 3,220 participants were trained in heavy truck maintenance programs:							
>	New Entrant Contact Program	15 participants					
>	Cargo Securement	206 participants					
>	Michigan Truck Exposition and Safety Symposium						
>	Company Specific Training	1,299 participants					
	Safety Management Training						
5. In the following courses, 2,996 participants were trained in industry safety and best practices as well as							
	the use of technology for training:						
>	NATMI Certification Programs	32 participants					
>	New Entrant Contact Program	103 participants					
>	Mobile Truck Simulator	186 participants					
>	Michigan Truck Exposition and Safety Symposium	315 participants					
>	Company Specific Training	1,004 participants					
>	Safety Management Training						
	· · · · ·	• •					

#### SIMULATOR ACTIVITIES

The truck driving simulator continued to train drivers on crash avoidance techniques and educate the general motoring public on the limitations of large vehicles by providing a hands on, interactive experience.

The simulator was used at Baker College of Flint and Gordon Food Service along with Go-To Transport of Bay City which partnered with the MCTS to utilize their Saginaw terminal as a new host location and regularly filled classes with their drivers.

The simulator was set up for demonstrations at the annual Michigan Truck Exposition and Safety Symposium and Michigan Safety Conference as well as the Truck Driving Championship. Numerous requests were fulfilled during the year for individual demonstrations. In FY11, 186 individuals completed simulator training and another 350 drivers participated in simulator demonstrations.

There have been no major equipment upgrades over the past year and the simulator is functioning as expected with continuing repairs and regular maintenance.

The simulator program will continue to offer the current programs and curriculum to CMV drivers and the MCTS looks to increase participation from trucking companies by increasing mobility and awareness of the program.

#### AVAILABLE MATERIALS

The MCTS produced the *End the Confusion* cards for Secretary of State branch offices. The card gives quick information to motorists about driving safely around trucks, as well advertising the MCTS hotline telephone number.

The MCTS offers a variety of printed materials and videos for download via the website or by mail. Available materials include:

- » Tractor-trailer inspection video
- » Truck inspection video
- » Home Run for Safety brochure
- » Share the Road DVD
- >> Truck Driver's Guidebook (updated 2011)
- » Teens and Trucks DVD
- » Mature Drivers and Trucks DVD

During FY11, 1,024 inspection DVDs and 382 *Share the Road* DVDs were distributed along with 25,488 copies of the *Truck Driver's Guidebook*.





#### **SPECIAL EVENTS**

In conjunction with the MTA, the MCTS hosted the 9th annual Michigan Truck Exposition and Safety Symposium in February. Approximately 315 people attended sessions taught by industry representatives and other experts in their fields. Michigan Secretary of State Ruth Johnson was the keynote speaker. MCTS's Home Run For Safety Company Award was presented to Michigan Packaging Company after all their employees earned MCTS Home Run Awards.

#### **ARE YOU TRUCK SMART?**

The Are You Truck SMART? campaign reminds both professional drivers and the public to safely share the road, with an emphasis on educating car drivers on the limitations of big trucks including tips on blind spots, stopping distances, merging, and other issues.

In FY11 the *Are You Truck SMART?* video continued to be played at Michigan Welcome Centers and Secretary of State branch offices. Brochures were distributed at special events and truck safety days and were included in mailings.

#### **OUTREACH**

The MCTS promotes the *Home Run for Safety* program, which includes the MCTS top safety programs, allowing drivers to earn the award for completing the core programs.

The MCTS continues to maintain working relationships with the Michigan Driver and Traffic Safety Education Association (MDTSEA), American Association of Retired Persons, and the DOS to promote the share the road message to numerous driving audiences. The MCTS also participates in the annual MDTSEA Conference.

MCTS staff attended and exhibited at the annual Michigan Traffic Safety Summit, March 22-24.

The truck safety hotline assists callers with answers to questions about safety, education, programs, and motor carrier rules and regulations. In FY11, 8,866 calls were received on the hotline, a 13 percent increase from 7,690 in FY10.

The MCTS also provides information on its website and 3,647 requests were made for information via the website this year.

#### CONTINUING ACTIVITIES

- Safety management plan for new entrants and cargo securement
- >> Truck safety hotline
- » Professional driver coaching
- » Decision driving courses (skid pad)
- » Simulator training
- » National Safety Council (DDC-PTD) four-hour classroom training program
- » Inspection videos and promotion of proper vehicle maintenance and inspections
- » Are you Truck SMART? public information and education program
- » Truck driver training and education technology research
- >> New entrant contact program
- » Offer certification programs through NATMI



# MICHIGAN STATE POLICE TRAFFIC SAFETY DIVISION



#### **ENFORCEMENT**

The objectives for CMV enforcement efforts were in alignment with Michigan's SHSP as well as areas focused on by the U.S. D.O.T. and FMCSA. The FMCSA has determined that several CMV driver-related factors play key roles in the majority of Michigan truck crashes.

In FY11, the MSP Traffic Safety Division focused on driver-related factors such as driving too fast, improper lane usage, failure to yield, and following improperly. Special Transportation Enforcement Team (STET) operations were utilized with enforcement members concentrating efforts in high crash corridors during the days and times with the highest percentage of truck crashes.

#### **EDUCATION**

To enhance uniformity in CMV enforcement throughout the state, the Traffic Safety Division continued publishing and distributing the *CMV Enforcement Quarterly*, an electronic newsletter, to all law enforcement agencies, prosecutors' offices, and district court magistrates.

#### TRUCK SAFETY GRANT STATISTICS

STET Statistics FY11, October 1, 2010 to September 30, 2011

STET ACTIVITY	FY11 TOTALS	FY10 TOTALS	INCREASE/DECREASE*
Total Vehicle Stops	5,768	6,623	-855
Safety Inspections	4,718	5,760	-1,042
Total Citations	4,213	5,481	-1,268
Speeding	821	1,137	-316
Moving Traffic	150	164	-14
Seat Belt	547	831	-284
Drivers License	111	120	-9
Illegal Parking	97	150	-53
Log Book	265	458	-193
Total Hours Worked	10,000	11,358	-1,358

<sup>\*</sup>Note: A 5 percent reduction in the base FY 11 grant funding award, (compared to FY 10), coupled with temporary staff assignments to a Motor Carrier Recruit School, resulted in a 12 percent reduction in overall project hours and consequently, lower levels of STET activity for this year's project.



# TRUCK SAFETY FUND

#### STATEMENT OF CHANGES IN FUND BALANCE

#### FOR THE PERIOD ENDED SEPTEMBER 30, 2011

	FY10	FY11
REVENUES		
Truck Registration Fees	\$1,801,526	\$1,834,769
Variable Interstate Fees/ Uniform Carrier Registration (UCR) Fees	\$750,000	\$750,000
Total	\$2,551,526	\$2,584,769
EXPENDITURES		
Education Programs	\$1,185,888	\$1,227,086
Enforcement	\$1,251,113	\$1,349,971
Research/Other	\$0	\$0
Administration	\$37,807	\$35,862
Total	\$2,474,808	\$2,612,919
EXCESS OF REVENUES OVER EXPENDITURES	\$76,718	(\$28,150)
BEGINNING FUND BALANCE		
Total	\$814,929	\$1,165,036
ENDING FUND BALANCE (SEE NOTE B)		
Total Before UCR Carry-Forward	\$891,647	\$1,136,886
Excess Traffic Safety Division UCR Fees	\$273,389	*
Total Ending Fund Balance	\$1,165,036	*

**NOTE A:** Summary of Significant Accounting Policies Method of Accounting—The Truck Safety Fund is recorded using the modified accrual basis of accounting. Fund revenues are recorded when they are collected. Fund expenditures are recorded in the year expended.

The State of Michigan year-end close takes place after the report date. This may cause a variance with reported costs. If this occurs, the prior year totals are updated in the current report to reflect final year-end amounts.

**NOTE B:** The ending fund balance in FY10 includes \$273,389 in excess UCR fees carried over from the Commercial Vehicle Enforcement Division's general accounts at year-end. The \$273,389 was added to the Traffic Safety Division truck safety grant in FY11, and is included in their expenditures reported above.

\* The possible carryforward of UCR funds from FY11 funds is unknown at the time of printing of the annual report.

#### **Funding Sources for the Truck Safety Fund**

- » \$15 of the registration fee collected by the Michigan Department of State on most large trucks (Public Act 346 of 1988, Section 257.801 of the Michigan Compiled Laws.)
- » UCR fees collected by the Michigan Department of Labor & Economic Growth (Public Act 347 of 1988, Section 478.7 of the Michigan Compiled Laws.)

### **PUBLIC ACT 348 OF 1988**

Establishment of the Truck Safety Fund and Michigan Truck Safety Commission

Section 247.675 of the Michigan Compiled Laws Sec. 25.

- (1) The truck safety fund is established and shall be maintained in the State Treasury. The truck safety fund shall be administered by the Office of Highway Safety Planning within the Department of State Police.
- (2) The Michigan Truck Safety Commission is established in the Office of Highway Safety Planning within the Department of State Police. The commission shall control the expenditures of the truck safety fund. The commission shall consist of the following members:
  - (a) A member of the State Transportation Commission, or his or her authorized representative who is a member of the State Transportation Commission.
  - (b) The director of the Office of Highway Safety Planning, within the Department of State Police
  - (c) The Secretary of State.
  - (d) The commanding officer of the Motor Carrier Division within the Department of State Police.
  - (e) Seven individuals appointed by the governor with the advice and consent of the Senate as follows:
    - (i) One individual representing Michigan community colleges.
    - (ii) One individual representing 4-year colleges or universities.
    - (iii) One individual representing the Michigan Trucking Association.
    - (iv) One individual representing private motor carriers.
    - (v) One individual representing organized labor.
    - (vi) Two individuals representing the general public.
- (3) The appointed members of the Michigan Truck Safety Commission shall be appointed for 2-year terms. The chairperson of the Michigan Truck Safety Commission shall be elected by a majority of the members serving on the Michigan Truck Safety Commission. A vacancy shall be filled for the balance of the unexpired term in the same manner as

- the original appointment. The business which the Michigan Truck Safety Commission shall perform shall be conducted at a quarterly meeting held in compliance with the open meetings act, Act No. 267 of the Public Acts of 1976, being sections 15.261 to 15.275 of the Michigan Compiled Laws. Public notice of the meeting shall be given in the manner required under Act No.267 of 1976. A majority of the commission members serving shall be required to constitute a quorum.
- (4) The truck safety fund shall be expended in the following order of priority and in the following manner:
  - (a) Not more than 5 percent but not more than \$100,000.00 of the money deposited in the truck safety fund shall be expended for the fund's administrative expenses. The Office of Highway Safety Planning may employ not more than 2 persons to assist in the administration of the fund.
  - (b) Not less than 30 percent, but not less than \$1,000,000.00 of the balance of the money deposited in the truck safety fund shall be expended for the following purposes:
    - (i) Establishing truck driver safety education programs.
    - (ii) Encouraging, coordinating, and administering grants for research and demonstration projects to develop the application of new ideas and concepts in truck driver safety education as applied to state, as opposed to nationwide, problems.
    - (iii) Applying for, receiving, and accepting any grant, gift, contribution, loan, or other assistance in the form of money, property, labor, and any other form from a public or private source for the enhancement of truck driver safety education, including matching funds and other assistance from an agency or instrumentality of the United States and doing each thing as is necessary to apply for, receive, and administer that assistance in accordance with the laws of this state.
  - (c) Not less than \$750,000.00 of the balance of

the money deposited in the truck safety fund shall be expended for the establishment of special transportation enforcement team operations within the Motor Carrier Division of the Department of State Police and any expenses incurred by the Special Transportation Enforcement Team including, but not limited to, required equipment. The Motor Carrier Division of the Department of State Police shall submit an annual report of the activities of the Special Transportation Enforcement Team operations and expenditures of the fund for those operations provided by this subdivision.

- (d) The balance of the money deposited in the truck safety fund, if any, shall be expended for the following purposes:
  - (i) Investigating, performing data collection and analysis, and making recommendations on truck accidents within this state.
  - (ii) Investigating and making recommendations on the truck safety enforcement procedures of local law enforcement agencies.
  - (iii) Performing other functions considered necessary by the Michigan Truck Safety Commission for the enhancement of truck and truck driver safety within this state.
- (5) The commission shall make an annual report to the chairpersons of the House Transportation and Senate State Affairs, Tourism, and Transportation committees on the status of the fund. The report shall be submitted within 45 days after the end of the fiscal year and shall include the year and balance of the fund and the disbursements made from the fund during the previous fiscal year.





